APPENDIX IV.

QUESTIONS TO WHICH PRINTED ANSWERS WERE FURNISHED BUT NOT REACHED FOR WANT OF TIME.

Mr. Yajaman Channappa (Devanhalli Taluk).—

Q.—1. Will the Government be pleased to state :—

(*a*) Whether they are aware that the people in many parts of the State have been subjected to various kinds of difficulties and losses by protracted litigation in connection with disputes relating to 'Panas' (ಪಣಕಟ್ಟು) ?

(*b*) When was this subject last brought up for discussion in the Assembly and passed by a large majority?

(*c*) The reason for not bringing it into effect till now although it was passed ?

General Secretary to Government.—

A.—1. (*a*) Government have no information.

(*b*) The question is not clear. Government are, however, aware that in October 1932, this House passed a resolution recommending that it should be open to members of every community to take procession in all public streets irrespective of *mamool*.

(*c*) The resolution was not accepted by Government.

Messrs. T. Madiah Gowda (Channapatna Taluk); **B. M. Munisamappa** (Bangalore Taluk); **G. Venkataramana Gowda** and **M. Linge Gowda** (Kankanhalli Taluk); **Veere Gowda** (Dodballapur Taluk); **Gurusami Gowda** (Hoskote Taluk); and **K. Rudrappa** (Devanhalli Taluk).—

Q.—2. Will the Government be pleased to state :—

(*a*) (i) How many engines were taken for hire by the Mysore Railway authorities from the Madras and Southern Mahratta Railway, during the current year; (ii) when were they taken for hire; and (iii) on what conditions?

(*b*) (i) What was the necessity for taking the engines for hire; (ii) for what period were they used for hire; and (iii) what expenditure was incurred therefor ?

(*c*) (i) How many engines of the Mysore Railways were repaired here only (ಈ ದೇಶದಲ್ಲಿ) during the current year; (ii) how many were got repaired by other outside companies (ಹೊರಗಡೆಯಿಂದ ಬೇರೆ ಕಂಪೆನಿಯಲ್ಲಿ); and what expenditure was incurred on this account ?

(*d*) What is the pay of the Loco. Superintendent of the Mysore Railways and what is the expenditure incurred annually on account of the Railway Workshop at Mysore?

(*e*) Whether it is not possible for the authorities of the Mysore Railways to get all their engines repaired by themselves?

Secretary to Government, Public Works and Railway Departments.—

A.—2. (*a*) (i) Five engines of the Mysore State Railway worked by the M. & S.M. Railway Company.

(ii) 1 on 22nd October 1933.
2 on 5th February 1934.
1 on 10th February 1934.
1 on 18th February 1934.

(iii) On the usual terms, *viz.*, Rs. 50 per engine per day.

(*b*) (i) Owing to a large number of engines simultaneously falling due for heavy repairs, also due to the shops not being fully equipped and the authorised number of engines also being short of requirements as per statement attached (*vide* Appendix V). Re-modelling of the shops is on hand.

(ii) They are still being used and will be returned shortly.

(iii) Bills not yet received.

(*c*) (i) Nine engines have been turned out of shops this year and two more are expected to be turned out before the end of the current year.

(ii) Six, of which two have been returned. Estimated cost of repairs, about Rs. 10,000 each.

(*d*) The pay of the Loco. Superintendent is Rs. 1,200 per month. Amount spent on heavy repairs to locomotives and carriages is noted below for the last three years:—

Year	Loco.	Carr. and Wagon.
1930–31 ...	0·57 lakhs. ...	0·33 lakhs.
1931–32 ...	0·78 „ ...	0·56 „
1932–33 ...	0·68 „ ...	0·39 „
1933–34 ...	0.60 „ ...	0·69 „

(*e*) Not possible until the shops are extended and re-modelled, which work is now on hand.